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(Every Day in the Year)

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The Washington Times

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WASHINGTON, D. C., MARCH 26, 1894.

Weather Indications for Today.

District of Columbia, Maryland, and Vir-

ginia, generally fair; colder; northerly winds.

Only Ten Cents--

The cost of "THE TIMES"

for one week, daily and Sun-

day, delivered by carrier

early and regularly, no

matter where, in the city or

suburb. Send a postal card

to the business office.

We Do the Rest.

A decree of absolute divorce between civil

service and the politicians should be recorded

on our statute books, and if it could be

had now, at least the letter carrier and the

politicians should be separated. Such a part-

nership is against public policy, in that it is

very injurious to the postal service. The let-

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this reform in the civil service, and if their

association, with its 430 branches, in as many

cities, cannot secure the passage of the Ma-

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wisely cite the conditions that obtain in the

army and navy relating to tenure of office

and that govern the uniformed forces of

many municipalities. The more the civil

service is removed from party politics the

nearer comes a great boon to the people,

government ownership of the telegraphs.

JOHN F. VICTORY.

REMARKS ASIDE.

The Post-Connecticut avenue promenade

was postponed yesterday on account of the

weather, but thousands watched for it from

the adjoining house.

The jokers will soon be saying that the rub-

ber trust ought to be elastic and also able to

stay out in the wet.

Secretary Morton desires it stated that he

is not a candidate for president of National

Grange.

Mr. Taggall, it seems, is tired of being a

steward out of a job.

Mr. Belden is to have an organ in 34 years,

and that ends Mr. Belden.

Let the general manager of THE TIMES

know if your paper isn't delivered to-day.

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another list of eligible bachelors.

An anxious inquirer wants to know if mem-

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sions.

An admiring friend sends word to this office

that THE TIMES of yesterday actually con-

tained 482 items of news!

HAD RATHER BE

PRESIDENT THAN RIGHT.

Senators Gorman and Hill are growing un-

easy over the Presidential bill of Adlai

Ewing Stevenson. They have planned each

Presidential thing for himself for several

years, and they are not pleased with the ap-

pearance of this new star in the West. Both

have been antagonistic to Mr. Cleveland and

thrown stumbling blocks in his pathway. The

Marshall Senator, all the while failing to

himself while helping, politically, to slay the

President. Early in 1892 Mr. Gorman felt al-

most sure he would be able to carry off the

presidency, and now he is not only the Cleve-

land man, shouting for Stevenson, but to behold

the South, where he felt sure of great suc-

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toward the South. Senator Hill enjoys the

too apparent unpopularity of his Maryland

rival.

Senator Bates has been busy of late casting

about to see if it does not suit him in '96. The Ohio Senator thinks

the nominee will be "some good western

man." He has held his breath quite adroitly

along the splendid avenues of our national

city. In his own state he is not confronted by

hostile factions as threaten the peace of Hill

and Gorman. His shrewdness in the distri-

bution of patronage has strengthened him

wonderfully with his party at home. The

party organs of Ohio have been giving the

words for Calvin Stewart Brice, and even the

opposition papers admit his selection for the

office has been exceptionally good. He

now has his finger on the southern pulse.

Some far-seeing politicians have suggested

that any statesman who wanted a Presi-

dential nomination in '96 had better keep an eye

on Senator Morgan. A well-defined move-

ment in his favor has already begun; it is

backed by some of the members of Congress.

His attitude on financial questions has made

him very popular throughout the South and

West, and already a murmur that it is now

time to go on the highway and unite the

West and the South is being again heard.

The commercial interests now drawing the West

and South closer together are leading up to a

political union as against the East. A south-

ern party is being organized.

For thirty years the state of New York

has furnished the candidate, while the South

has furnished the electoral votes. The party

has been divided away from considering the

name of a southerner by the cry that the

North would not stand it. That cry has lost

its force. The South and the West are prac-

tically one, and it is a terrible disease.

We ought to be thankful for everything con-

nected with Easter except the amateur

poems.

Senator McPherson, of New Jersey, threat-

ens to make known his tariff views in a

couple of weeks.

It looks as if Col. Breckinridge would take

the stand on Easter Monday. In this event

Hon. Joe Wilson will be interested.

REMOVALS OF LETTER CARRIERS.

But few years ago, when

the question of government

ownership of telegraphs was

considered in Congress, one

of the strongest arguments

advanced against the propo-

sition was based on the be-

lief that if carried into practice the army of

letter carriers would be so largely increased

that the very life of our institutions would be

threatened by the more than probable par-

tisan use of the patronage by some of the

great political parties. The argument seemed

to have weight. It is advanced to-day, and is

as good now as it ever was, and the only way

to destroy its force is to perfect the civil-

service law; and by this I mean that where

necessary the law should be amended, its

application extended to the entire civil ser-

vice, and a rigid enforcement exacted.

There is pending in this Congress a bill in-

troduced by Judge Maguire, of California,

which aims to prevent the arbitrary removal

of letter carriers for political or other reasons. It provides that all carriers shall have a hearing on written charges before they can be removed. Such a law would act as an entering wedge, and the practice of securing the exit from other government positions with such safeguards as are contemplated in this bill would grow, until a complete divorce between the civil service and the politicians would be had, and then the argument I have referred to would be groundless.

There seems nothing more certain nor more just than to all government employees (with but few exceptions) should be held out the inducement of retention in their positions during good behavior. It doesn't seem at all right that a man or woman with certain and as a rule valuable experience should be summarily dismissed from the public service for the sole purpose of making a vacancy for some one who has no such experience. No railroad corporation, nor any telegraph company or other business concern, would think for a moment of dispensing with the services of a tried and experienced employee on anything like as flimsy and senseless a pretext as is made use of by the government in discharging many of its servants.

There is no politics in what I say. THE TIMES is a paper for the people, and for no body but the people; and it speaks for their best interest when it decries this over-encouraged unending strife for patronage. In this struggle between the "ins" and "outs," and large questions affecting vitally the real welfare of the people receive but scant consideration and less discussion.

A decree of absolute divorce between civil service and the politicians should be recorded on our statute books, and if it could be had now, at least the letter carrier and the politicians should be separated. Such a partnership is against public policy, in that it is very injurious to the postal service. The letter carriers are just the men to inaugurate this reform in the civil service, and if their association, with its 430 branches, in as many cities, cannot secure the passage of the Maguire bill, it will not be their fault. They wisely cite the conditions that obtain in the army and navy relating to tenure of office and that govern the uniformed forces of many municipalities. The more the civil service is removed from party politics the nearer comes a great boon to the people, government ownership of the telegraphs.

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CORRIDOR AND CURB.

"I see," said a prominent Republican campaigner at the Riggs House, "that the Republicans have been discovered trying to carry Alabama again. They might have known that they would be. In the campaign of '92 Chris Magee took state of good. Republican money and went to Alabama, and set in the Popular Union, and of course that solidified all the Democrats. The latest effort of certain New England Republicans, whom it is always possible to touch for useless purposes, and usually impossible for really effective purposes, are now backing Kolb, it seems, and the inevitable effect is that the Democrats are again united, and naturally there is no hope for Kolb. It is the same old story over again. At present he is in a bad way, and the block men of the South will ever learn to look the other way, and will ever allow the natural issues of particular localities to operate, there might possibly in the dim future be some hope for them."

Speaking about railroad traffic as indicative of business revival, Capt. Newland, passenger agent of the A. L., says if this is correct business revival is a pretext as is made use of by the government in discharging many of its servants.

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